

AMENDMENTS TO THE CLAIMS

A complete listing of all claims in the application is provided below with the requested amendments marked.

1. (currently amended) Running gear for rail vehicles, wherein:
 - a running gear frame is supported via primary springs on wheels or wheel sets, and whereon a car body is supported, ~~directly or~~ via a cradle,
 - the cradle ~~or the car body~~ is supported, in relation to the running gear frame, via secondary springs on at least one spring carrier,
 - the ~~rocker~~-cradle or the car body is connected to the running gear frame by means of shock absorbers damping vertical or rolling movements,
 - the spring carrier is supported on the running gear frame by means of hangers, the fixing points of the hangers on the running gear frame, contrary to vertically arranged hangers, are inwardly displaced in such a way that longitudinal axes of the hangers extend obliquely, and
 - at least one active control element is at least partially, arranged in the horizontal direction between the running gear frame and the spring carrier or between the running gear frame and the cradle or car body, in such a way that the at least one active control element supports the effect of centrifugal force on the car body and adjusts an inclination thereof to an optimum value.
 2. (original) The running gear according to claim 1, wherein the hangers are arranged in such a way that the longitudinal axes of the hangers intersect at least approximately at the height of the center of gravity of the car or above the center of gravity of the car.
 3. (currently amended) The running gear according to claim 1, ~~wherein~~further comprising at least one passive or active ~~damper~~member ~~damper~~ is arranged transverse to the direction of travel.
 4. (currently amended) The running gear according to claim 1, ~~wherein~~further comprising at least one laterally acting damper which can be adjusted dynamically depending on the transverse speed of the car body, is arranged between the running gear frame and the cradle or car body.

5. (currently amended) The running gear according to claim 1, wherein at least one the hangers, each, is are arranged on both sides in symmetrical pairs on either side of the longitudinal axis of the rail vehicle, in particular symmetrically to the longitudinal axis of the rail vehicle.

6. (original) The running gear according to claim 1, wherein the at least one active control element is an electrical, hydraulic or pneumatic control drive.

7. (currently amended) Running gear for a rail vehicle, comprising:

a running gear frame;

a spring carrier suspended by hangers from the running gear frame, the fixing points of the hangers on the frame being inwardly located with respect to the fixing points of the hangers on the spring carrier such that the spring carrier can be inclined with respect to the frame;

a car body cradle supported via secondary springs on the spring carrier;

a car body supported by the cradle and connected to the running gear frame by means of shock absorbers damping vertical or rolling movements; and

at least one first active control element arranged substantially in the horizontal direction between the frame and the spring carrier to support the effect of the centrifugal force on the car body and adjust an inclination of the spring carrier to an optimum value.

8. (original) The running gear according to claim 7, wherein the hangers are arranged such that their longitudinal axes intersect at a position adjacent to the center of gravity of the car body.

9. (currently amended) The running gear according to claim 7, wherein further comprising at least one passive damping member damper is arranged to damp movement of the car body transverse to the direction of travel.

10. (currently amended) The running gear according to claim 7, wherein further comprising at least one active damping member damper is arranged to damp movement of the car body transverse to the direction of travel.

11. (currently amended) The running gear according to claim 7, wherein further comprising a laterally acting damper which can be adjusted dynamically depending on the transverse speed of the car body, is arranged between the running gear frame and the car body.

12. (original) The running gear according to claim 7, wherein the hangers are arranged in symmetrical pairs on either side of the longitudinal axis of the rail vehicle.

13. (original) The running gear according to claim 7, wherein the active control element is an electrical, hydraulic or pneumatic control drive.

14. (canceled)

15. (canceled)

16. (new) The running gear according to claim 7, wherein further a laterally acting damper which can be adjusted dynamically depending on the transverse speed of the car body, is arranged between the running gear frame and the cradle.